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INTRODUCE A NEW EIGHTEEN-MILE LAW

Representatives Stearns and Thomas Introduce Bill to Take Place of Law Knocked Out by Court

Since the eighteen-miles-per-hour stock transportation law was knocked out by the Nebraska supreme court several months ago Nebraska stock shippers have had no protection of that nature. Representatives Stearns of Scottsbluff and Thomas of Alliance have introduced a bill in the Nebraska legislature which, if it becomes a law, proposes to avoid the features of the old law which were declared unfair by the court and which will still protect the shipper against unnecessary delay.

The bill is known as House Roll No. 419 and reads as follows:

Section 1. Every person, firm or corporation operating a railroad or a public carrier of freight in Nebraska shall transport all live stock, received by said carrier for transportation, in carload lots, from one point to another in this state, the entire distance between the initial point of receiving said stock to the point of its destination, within a period of time not exceeding one hour for each eighteen miles of main line, and not exceeding one hour for each fourteen miles of branch line over which said stock is transported, when and while the train in which same is transported shall contain more than five car-loads of live stock, and shall transport said live stock in car-load lots within a period of time not exceeding one hour for each twelve miles of main line and not exceeding one hour for each ten miles of branch line over which said stock is transported, when and while the train in which the same is transported shall contain less than six car-loads of live stock. Provided, that the time actually and necessarily consumed in picking up, setting out, loading or unloading car-loads of stock at stations, and the time consumed by it for watering and feeding said stock occasioned by the requirements of law, or order of the shipper, shall not be considered a part of the time in which shipments are required by this act to be made; but the burden of pleading and proving the time so consumed shall be upon the carrier.

Sec. 2. Said common carrier may select and designate three days in each week as stock shipping days on any of its branch lines not exceeding one hundred twenty-five miles in length. After giving ten days notice by publication of the days so selected and designated, said carrier shall be required to conform to the speed schedule in this act provided; and on said branch lines, only upon the days so designated as stock shipping days.

Sec. 3. Any common carrier that fails or refuses to transport such live stock from one point to another, in this state, within the time herein before provided and fixed, shall be liable and pay to the owner of such stock the sum of ten dollars per car for each hour it extends or prolongs the time of transportation thereof beyond the period so fixed and provided, as liquidated damages, to be recovered in an ordinary action as other debts are recovered. Provided, said carrier shall not be liable for such damages in cases where the delay is the result of causes over which it has not reasonable control; but the burden of pleading and proving that said delay was the result of causes over which it has no reasonable control shall be upon the carrier.

Sec. 4. A suit to collect the damages provided for by this act may be brought in any court having jurisdiction of the subject matter and parties; and if the plaintiff therein recover a judgment he shall also recover a reasonable attorney's fee for

the services of his attorney in said suit, to be fixed by the court and taxed as costs in said action.

Sec. 5. This act is not intended to and shall not abrogate or abridge any of the common law rights or remedies of shippers; but any person injured by the delay of a common carrier in the shipment of live stock, in car-load lots, may elect to proceed under the provisions of this act or under the provisions of common law.

Sec. 6. The State Railway Commission of Nebraska shall have the power to hear and determine whether or not the time within which live stock in car-load lots is required to be transported by the foregoing provisions of this act is so short or so long as to be unreasonable or unjust to the carrier or the shipper; and upon complaint in writing filed with said commission, by any person, firm or corporation affected thereby, said railway commission, upon full hearing and trial thereon, after due notice thereof, may either lengthen or shorten the time herein before fixed for such transportation of any live stock in car-load lots on any branches or main lines of railroad in this state, or allow it to remain as in this act provided, to the end that the same shall be just and reasonable to all parties concerned; and the time within which live-stock, in car-load lots, shall be transported, hereinbefore fixed by this act shall remain in force and effect until after said state railway commission shall have provided a longer or shorter period of time therefor.

Sec. 7. Whereas an emergency exists this act shall take effect and be in force from and after its passage and approval.

SUSPECT YOUR KIDNEYS Too Many Alliance People Neglect Early Symptoms of Kidney Trouble

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Mrs. H. A. Salyards, 608 Sweetwater avenue, Alliance, says: "I was subject to frequent attacks of kidney disorder. I was hardly ever free from lameness in my back and at times, a steady, heavy aching was severe. I felt tired out and had headaches. Doan's Kidney Pills, which I bought at Brennan's Drug Store, completely relieved me, since then I have used them when I have felt in need of them and they never failed to relieve me."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Salyards had. Foster-Milburn Co., Props., Buffalo, N. Y. Adv.—Feb

KENNEDY TELLS OF POTASH INDUSTRY

Ellsworth Man Wrote Article Telling of Nebraska's Newest and Biggest Industry

J. B. Kennedy, better known as "Jack" to Allianceites, told in the Omaha Bee Sunday of Nebraska's newest and biggest industry, the potash plants in southern Sheridan county. The article, as written for the Bee by Mr. Kennedy, follows:

The potash industry of western Nebraska that arose phoenix-like from the burnt grasses and shrubberies of the ages, is today one of the most impressive forces of wealth extension of which the state can

boast. More than this, its beneficence is being felt by the inhabitants of this section in such a way that permanency of habitation and being is now the watchword, where only a few months ago the uncertainty of momentary existence, with its inevitable small opportunities and smaller results, was conducive only to that longing for greener fields that is always detrimental to newly developed and developing country.

Less Than Two Years Old
It has been less than two years since the first of the various plants for producing potash from the alkaline waters was established. With their increase and rapid commercial headway has come the story of opportunity for the homesteader and small land owner of this section that compares well with those told of the artisan, the mechanic and the laborer in those vicinities of the east that have benefited so remarkably by the so-called "war brides." In the amount of money involved, however, the similarity ceases. For nowhere else west can we, as yet, point to the laborer purchasing \$600 talking machines, nor can we make mention of one who only recently hard-pressed is now riding to work in taxis. Even could we boast of the latter, we have not the incentive. But through this aid many of our homesteaders are not only adding to their needs, but are providing shelter and comforts for themselves and stock they already have, that they could illly do before. Then there are those who are increasing their land holding in a manner that is gratifying, considering that only a few short months ago they were agreed they would be fortunate to get out with a living and a few dollars to the good.

Towns Growing Fast
Our cities are likewise benefiting in fulsome manner. Alliance, that formerly prided itself on the big railroad pay roll, is now so engulfed with ponderous activities as a result of these near-by industries that the citizens have now come to look upon the railroad pay day as incidental in a progressive town that is beyond the most sanguine expectations and steadily growing. Where formerly they were satisfied with several fairly good hotels, with more of lesser importance, they have now in contemplation one of the most commodious and modern western Nebraska can boast of. This is to be built by Alliance capital alone. The court-house, finished within the last year, a pride to any community, and the federal building now nearing completion, have almost lost their attractiveness in the wild desire to build business blocks and residences in keeping with the demands of the present year. A refinery to be erected at Alliance for the handling of the completed products of the various plants and an exclusive plant to be built at Birdsell, just east of Alliance, are among the big projects in view with the disappearance of frost.

Home of First Plant
Hoffland, twelve miles east of Alliance, the home of the first potash plant of important commercial value in the United States, now has a population of 200, and if it were not for the havoc caused by the recent car shortage in obtaining material, this number would have been augmented quite considerably. It is the policy of the company to employ married men and as an inducement they furnish a house, fuel and lights, together with an addition to the salary of the cost of board for the head of the family. All men employed, either single or married, are furnished board in addition to wages paid. In this plant has originated many improvements in machinery that has made possible the reduction of the crude liquid to a commercial state. Not only have they developed convenient machinery, but apparatuses and scientific advantages that make possible the perpetuity and permanency of the industry in competition with the world. From this small hamlet since April, 1915, has gone forth its products to all parts of the United States and even as far as New Zealand.

Two That Are Models

The next town eastward, Antioch, has two plants that are models of their kind. The American Potash and Products company has been in operation about sixty days. The Nebraska Potash company, which has been delayed because of inability to get material, is about under cover and will be turning out potash within the next thirty days. Residences and business houses are fast dotting the prairies of several months ago. With the softening of the weather it is predicted Antioch will have a population of 500, all of whom will be employed or sustained chiefly in the full operation of the plants.

The machinery in the Nebraska Potash company's plant combines both alkali and potash treatment, making it a double paying proposition. With its opening will be employed a decidedly greater number of men.

Here Is a Model Town

At Lakeside we have the model town. The Hord Potash and Products company has not only built a modern and extensive plant, but has aimed to build a city that is a thing of beauty. All houses for the married men are built roomy, substantial and have all modern conveniences. It is the aim to make a comfortable existence for those who are largely instrumental in making a comfortable income for the company. The plant at Lakeside has been in operation about thirty days and its output, like all the rest, is beyond its resources.

Nebraska's Big Output
With a plant in course of erection at Oshkosh, south here, in Garden county, and with those already in operation and those nearing completion, it is said by those in authority that Nebraska is now furnishing one-eighth of the country's supply of potash and its by-products. With the improvements made in machinery in this district alone for the economic handling of the commodity in all its gradations, together with the inexhaustible supply that is more pronounced in this field than in any other portion of the country, permanency for the industry is assured without any question of doubt.

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PRESIDENT WILSON ON THE COMMUNITY FORUM

The schoolhouse as the community forum was President Wilson's topic at the Park View school, Washington, on Lincoln's birthday, February 12. The Park View school is known as the first schoolhouse in the city of Washington designed and constructed for use as a community center. This school was also the first in Washington to be used for a community Thanksgiving celebration.

The movement for increasing the use of public schoolhouses as community centers and forums of citizenship has been endorsed by Ex-presidents Roosevelt and Taft, and has repeatedly received President Wilson's enthusiastic support. In 1911, when he was governor of New Jersey, he gave the opening address at the First National Conference on Community Center Development held at Madison, Wis. On that occasion he said: "It is necessary that a simple means be found by which, by an interchange of points of view, we may get together, for the whole process of modern life, is a process in which we must exclude misunderstandings, exclude hostilities, bring all men into common council and so discover what is the common interest. This is the problem of modern life." Pointing to the opportunity which the common schoolhouses offer to answer this common need, the president said: "They are public buildings. They are conveniently distributed. They belong to the communities. They furnish ideal places in which to assemble and discuss public affairs. They are just what we need."

According to Major J. B. Merwin, of Middlebury, Conn., President Lincoln addressed a community gathering in a Washington public schoolhouse during his administration. So far as the records of the Washington Board of Education show, no president since Lincoln has appeared under precisely these friendly, characteristically American, neighborhood auspices.

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